THE DELAWARE AND HUDSON RAILROAD BULLETIN

APRIL 1, 1933

AUSABLE CHASM
IN SPRING

The Green Grass

THE work of the sun is slow,
But as sure as heaven, we know;
So we'll not forget,
When the skies are wet,
There's green grass under the snow.

When the winds of winter blow,
Wailing like voices of woe,
There are April showers,
And buds and flowers,
And green grass under the snow.

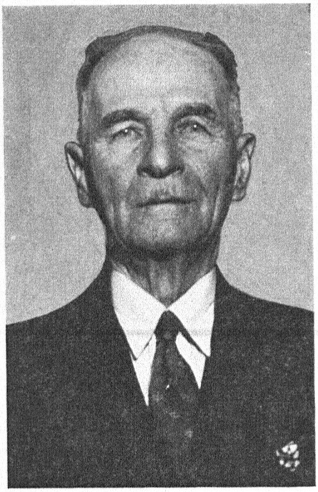
We find that it's ever so
In this life's uneven flow;
We've only to wait,
In the face of fate,
For the green grass under the snow.

—AUTHOR UNKNOWN.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

His Work Endures

Retired Mason Foreman Describes Growth of Pennsylvania Division



HENRY GRAMER

IT gives anyone a sense of satisfaction to see his handiwork of a half-century ago successfully standing the test of time.

HENRY GRAMER, retired mason-foreman of Carbondale, feels that satisfaction as he traverses the Pennsylvania Division, whence grew the Delaware and Hudson system, and sees, within a stone's throw of the railroad, the crumbling ruins that remain as mute evidence of inferior workmanship of others in days of yore.

In 1852 his father, upon arriving in this country from his native Germany, commenced work on the old Gravity Road as a mason, later to become foreman at the request of Mr. Manville, then superintendent of the Gravity. So it was natural that HENRY, born in Honesdale, November 28, 1857, and then "almost thirteen," became water and tool boy in his father's gang.

This was in 1869 and his employment with the Delaware and Hudson continued unbroken until July 1, 1932 when, at the age of 75 years, he retired from active service after 63 years in the same gang in the Bridge and Building Department. MR. GRAMER believes that this establishes a record in itself.

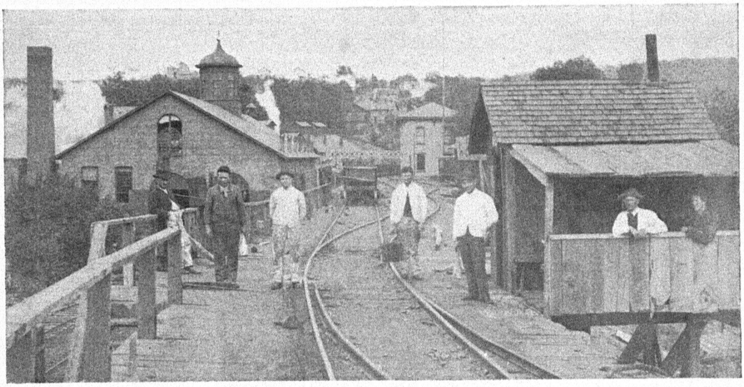
From water boy he advanced to mason's helper and learned the trade. This included not only the cutting and laying of brick, stone and slate, but also the application of asbestos insulation or lagging, on the boilers which furnished the power for operating the Gravity's inclined planes.

His appointment as assistant foreman came from Mr. Manville in 1891 and, upon the death of his father in 1900, Mr. A. J. Swift, then chief engineer, appointed MR. GRAMER foreman, which position he held at the time of his retirement last year.

Two years afterward he went to work for the Gravity, construction of the steam road from Carbondale to Dickson was begun. As his gang covered the entire steam road as well as the Gravity, MR. GRAMER knew the territory as few others ever did. Building bridge piers, abutments, and retaining walls were his chief "recreations," with now and then a roundhouse or cinder pit to vary the work.

Between Carbondale and Plymouth the steam road crossed the Lackawanna River three times. At South Wilkes-Barre a long bridge with 5 piers and 2 abutments carried the trains over the Susquehanna to Plymouth. Originally of wood, the bridges were too light for the increasingly heavy locomotives and cars, so steel spans were substituted. This meant heavier stones for bearings under the bridges, over which the flow of traffic must not be interrupted.

All the stone required for the entire division was quarried at what is now Racket Brook, a mile out of Carbondale. Blocks up to 5 tons in weight were loaded onto the little gravity cars and brought down to a point back of the old car shop where they were transferred to steam road cars for further handling.



Old Days on the "Gravity"

One of MR. GRAMER'S proudest boasts is of his Safety Record. During all the years in which hundreds of blocks of stone were handled none ever caused injury to any person or damage to any property by reason of falling from or between cars or by dropping from a derrick or hoist.

Despite the necessity for replacing bridge bearings, etc. while traffic was flowing without interruption, no train was ever derailed because of the work. Wooden blocking temporarily replaced the old stones and, as opportunity offered, this was replaced in turn by new blocks of stone.

Again, in 1904-1906, the steel bridges proved inadequate and heavier structures were installed to replace them. Concrete was coming into use about this time and MR. GRAMER supervised the pouring of the first to be put in Lackawanna County.

The only concrete mixer on the division always seemed to be busy elsewhere so MR. GRAMER'S men used mixing boards and shovels. The work had a way of commencing in December every time. To overcome weather conditions they used hot sand and hot stone as well as boiling water. Yet this work, put in under adverse conditions, stands to-day as good as new. Indeed, it is better, because good concrete improves with age.

MR. GRAMER chuckles as he recalls the efforts of the contractor building the new roundhouse at Carbondale to remove the cinder pit previously put in by the "B. & B." masons. Before the contractor got the pit out of his way he said that "the fellow that put this in did a good job!"

Prior to the construction of the present Carbondale yard, MR. GRAMER recalls it as a cow pasture full of hawse bushes and "thorn apples."

The "crash" of 1873, sixty years ago, he remembers vividly. At that time masons' pay fell from $2.75 to $2.00 a 10-hour day while laborers' went from $1.65 to $1.10. This condition ran along until 1882 when masons got a raise of 20 cents a day. Yet prices were higher in those days than now, shoes, clothing and food especially so, as MR. GRAMER records it in his "little book."

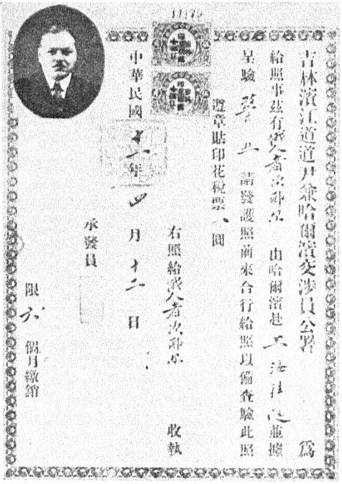
MR. GRAMER, a member of the Knights of Pythias and the Delaware and Hudson Veterans, resides with Mrs. Gramer at 6 Bronson Place, Carbondale, Pa.

Russian and Chinese Railways

Reprinted from the New Zealand Railways Magazine

THE first railway in Russia was built in 1834, between St. Petersburg and Tzarskoe Selo. This was soon followed by the opening of a 400-mile railway communication between the Capital City and Moscow, an event which marked the beginning of the amazing development and progress of the Empire of the Tzars. It is interesting to record that the gauge adopted for the Russian Railways was the largest and heaviest in the world. All railways since constructed in Russia have necessarily been continued on that scale, and Russian cars, locomotives and trucks are the biggest, most spacious and least jolty met with in any country. The heavy tare of the rolling stock required a good track, special rails and exceptionally solid bridges, and Russia can boast steel bridges of the finest construction, spanning such enormous rivers as the Volga, Enissey, Irtish, Dnieper, Don, Lena and Amur. The great European plain, with its endless steppes, provided a splendid field for the development of railways, as the cost of construction on a flat ground, without tunnels and expensive excavations, was low. As was only natural, Moscow, situated in the centre of the vast agricultural district, gradually became the main middle point of Russian railways, and the junction of nine principal railway lines. The Asiatic possessions of the Russian Empire were still awaiting their development, and it was only in 1895 that the great Trans-Siberian Railway was constructed.

The task of linking the ports of the Baltic with those of the Pacific Ocean (a distance of approximately 7000 miles) was accomplished during the reign of the Emperor Alexander III in the course of four years (1891-1895), and special expresses have been run since then, covering the distance in ten days, and without change of carriages en route. Russia became very much alive to the necessity of developing the railway system, and the programme of the Government for the last forty years before the revolution was always providing for special credits designed to build new railways. Exports were increasing tremendously, huge grain elevators were erected in the principal ports of the country, and the traffic became so heavy that it was found necessary to double-track all the Trans-Siberian, which task was interrupted by the Russo- Japanese War in 1905, but accomplished soon after. The public was invited to participate in railway loans, and many private companies were formed, with a view to opening new avenues of commerce and to connect various regions by railways with centres and ports. International capitalists invested huge sums in the development and working of Rusian railways.



吉林濱江道道尹兼哈爾濱交涉員公署　爲

給照事茲有 [illegible] 由哈爾濱赴 [illegible] 懇據

呈驗 [illegible] 請發護照前來合行給照以備查驗此照

證章貼印花稅票一圓

右照給 [illegible] 收執

中華民國 [illegible] 年 四 月 十二 日

承發員

限 六 個月繳銷

Not a ticket but a Passport

During a period of time from 1870 to the beginning of the Great War, of the exports of Russia those to Germany increased from 12.1 per cent to 31.8, owing to increased railway facilities. The traffic the other way, from the Continent to Russia, during the same time, increased from 39.5 per cent to 52.6 per cent. The ten years preceding the Great War developed the national wealth of Russia to an enormous extent. The production of coal, for instance, from sixteen millions of tons reached thirty-two millions in 1911, and over forty millions just before the War. The yield of agricultural produce (grain) in 1901 was fifty-four millions of tons, while in 1911 it amounted to seventy-five millions of tons.

Before the revolution, Russia was the second country in Europe in regard to the length of the railway system. While Germany was possessing

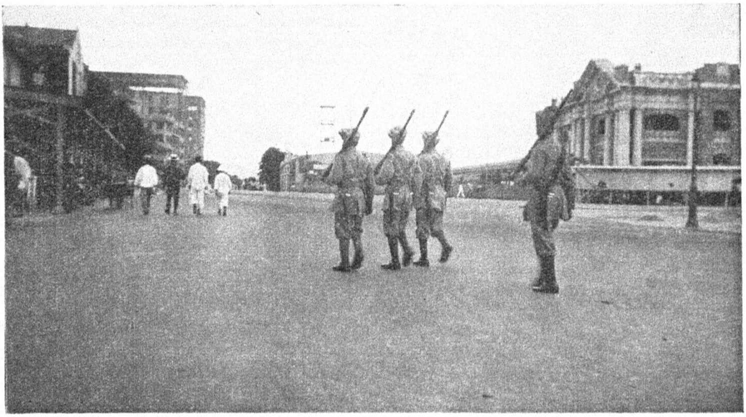
40,766 miles of railways, Russia was coming next with 39,706 miles, as against France (32,924), Austria-Hungary (29,582), Great Britain (25,053), and Italy (11,304). Yet the Russian railways were inadequate. For every 10,000 of population the miles of line were only 3.2, the same as in Italy, while in France the figure was 8.4, in Germany 6.2, and in Great Britain 5.6.

Russia was always the granary of Europe, and the Continent obtained, before the revolution, no less than one-third of her staple food requirements in Russia. Just before the Great War Russia produced 34 per cent of the world's wheat, 50 per cent of the barley, and 90 per cent of the flax. All these tremendous quantities of produce were transported by Russian railways.

There was a striking development of railway construction and transport facilities, coupled with unprecedented progress in industrial and economic conditions in Russia during the years preceding the downfall of the Empire. During the ten years between the Russo-Japanese War and the Great War, Russia's wealth had doubled. Suffice to say that the money in banks and in circulation for that period of time, increased by about 111 per cent. Capital from foreign countries was freely flowing into Russia.

A very considerable part of the great Trans-Siberian railway, from the station Manchuli to the station Pogranichnaya, was across a portion of Chinese territory, which, under a Treaty concluded in 1895, was ceded to the Russian Government for a ninety-nine years lease. It was found necessary to build up a parallel railway laid on Russian territory, and the Amur deviation, some 1000 miles, was completed in 1910. The Banque de Paris and the Banque de l'Union Parisienne (closely associated with the chief French railway companies) became, through their Belgian connections, deeply involved in Russian railway loans, and material factories for railways. In 1895, to consolidate French interests, the Russian Government established the Russo-Chinese Bank, known lately as the Russo-Asiatic Bank. This bank took control of and financed part of the Trans-Siberian, known as the Chinese- Eastern Railway. Passing through Manchuria, this railway brought civilization and progress to the wild and fertile district of the Northern Manchuria, and such big commercial centres as Harbin, Hailar, Tzitzihar, etc., were founded, and became most important for the trade between China and Russia. From Harbin, a branch was run to the Pacific Ocean at Port Arthur, where Russia founded the famous Port of Dalny (now Dairen). Since the Russo-Japanese War, South Manchuria was taken by the Japanese, and the Chinese-Eastern railway has been a bone of discord between the Soviet, China and Japan since then.

The Great War stopped the development of the Russian railways at the moment of their greatest expansion. The Caspian railway, the Black Sea railway, the Middle-Asia railway were nearly fin-



Disorders in China closed the station at right 5 years ago and it has never been reopened ished, and Russia constructed her last railway during the War, at Murman, connecting the capital with the White Sea, to have communication with the Allies.

During the revolution an enormous amount of damage was done to the Russian railways, and a really vast field of further development and reconstruction work is now facing the Union of Soviet Socialistic Republics, which took the place of the old administrators.

An interesting alteration is introduced now in the working of the Soviet railways. The old regime was running passenger trains supplied with carriages of three different classes making a serious difference in fares and accommodation. The difference in classes was abolished, but the carriages containing arm-chairs and divans were still attractive, so the U. S. S. R. decreed to continue to run them as well as the third class carriages, but to call the first class carriages "soft cars" and the third class carriages "hard cars," charging different fares accordingly.

The transportation of goods and produce from the Trans-Siberian railway to China finishes at a station called Chanchun, in Manchuria. Here the Russian gauge ends, and the goods must be transshipped into Japanese freight cars, only to proceed a short distance to Mukden, whence the Chinese railways accept transport.

All eyes are on China nowadays, and it would be of interest, perhaps, to have a glance at the railway system of the Celestial Empire, now transformed into a Republic under American methods and ideas. The transportation in China is naturally slow, as the country is using her river navigation preferably to the railway accommodation, and the railway system in China is very little developed. In fact, China built no railways of her own, all the existing railway lines being constructed and run by foreigners. The Tzingtao railway was built and managed by Germans, and all the rolling stock was brought from Germany, including locomotives. During the Great War the line was confiscated, and the Chinese Government thus received a railway that it can claim as being the only Government railway in China at the present time.

In 1898 the Hong Kong and Shanghai Bank, together with a firm of British merchants in China (Jardine, Matheson and Co. Ltd.), founded the British Chinese Corporation, to carry on in China "or elsewhere" the business of contractors for railways and public works. The activities of the Company started with an advance of a loan to the Chinese Government for the double tracking of the Peking-Mukden railway line, and this line, as well as the Shanghai-Nanking railway, are in the hands of British interests. The Russo-Asiatic Bank advanced money for the Peking-Hankow railway.

In 1902 the Banque de Paris promoted railways in Yunnan and Shan-Si Provinces (South and North China). After the French, the Americans tried to develop Chinese railways and to promote new ones, but without marked success, as far as the writer knows.

Generally speaking, political and commercial quarrels over the matter of railway development in China have marked the past and are affecting the present situation. Thus a scientific and quiet working of the Chinese railways is a thing never yet attained. The Government of the Chinese Republic took over the administration of several hundreds of miles of railways, under special arrangements with the Powers, but the deplorable state of the Chinese Treasury is barring every progress and possibility of expansion.

China is an ex-territorial country, which means that all foreign merchants doing business in China must, by treaty, do so under their own laws and regulations. It is the dream of the present Chinese Government to abolish the ex-territoriality and to govern the white men like their own, but it seems very improbable that such a change should take place in the near future. The Republic of China has not yet codified her laws and modernised her institutions to the extent that foreigners may become subject to them. The recent war with Japan is a further complication, and the Chinese railways are deteriorating seriously and require a good hand to put them in order. It is significant to note that an American company has been organized recently in the north of Shantung to operate a fleet of fifty motor trucks to carry produce to the ports.

The chaos and disorder prevailing in China affects very seriously the transportation of goods and produce in China. Although the rolling stock is good, brought mainly from Europe and Great Britain, the running of railways is defective and the control slack. Continuous civil wars and so-called bandits are often interrupting the working of the railways, damaging sometimes the track and stock to a very considerable extent.

It was the privilege of the writer, in 1922, to meet with a curious adventure when traveling on a business trip on a certain Chinese railway. He just left his compartment to have dinner in the dining-car when the train suddenly slowed down, stopped, retracted and rushed forward with great speed. A crash, a severe shock, and a fusillade from some 500 guns ensued simultaneously, forcing the passengers to drop on the floor of the carriages.

(Concluded on page 62)

Good Men Are

Drunkenness Was Usual Failing

THE greatest problem that the engineer or manufacturer of the 18th century had to face was that of securing sufficiently skilled and dependable workmen. Boulton and Watt recognized this before they had long been associated in the manufacture of the crude pumping engines of that time and set about to collect and train a suitable group of workmen.

Dr. Erich Roll, in *An Early Experiment in Industrial Organization*, a history of the firm, says: "Undoubtedly the most important reason for delays in the erection of the first engines was the lack of labour, both skilled enough for the new technical inventions and steady enough for the growing factory routine. In the case of Boulton & Watt the second factor was of less importance during the early years when the quantity of goods manufactured at Soho was almost negligible; but the lack of skilled and reliable engine erectors who could be sent out on the firm's business was very keenly felt as soon as the business was started. Not only had Boulton & Watt to make a highly complicated mechanical contrivance a successful commercial proposition in the face of the opposition of popular prejudice, professional scepticism and above all the lack of exact machinery, but they had to educate a new class of skilled worker in the engineering industry, to which task was to be added, at a later stage, that of organising this industry and its workers on the basis of the factory system. There is no evidence during the early years of any of those labour difficulties which are associated with the results of the introduction of the factory system. There is no evidence until 1791 to show that there can be applied to the workers in the steam engine business at Soho these words of a Marxian historian: '........... but they knew that they suffered, they saw that new men had appeared, men who, dominated by greed, had introduced a hitherto unknown inanimate power that was robbing them of their bread and was reversing all traditional institutions.'

"Complaints about the lack of skilled engineers are constant, and Watt, writing to Smeaton, states:

> 'We wish we could join you in saying that we can easily find operative engineers who can put engines together according to plan, as clockmakers do clocks—we have yet found exceedingly few of them...........'

"The usual failing of workmen was that of drunkenness, and few were free from it. The engine erectors who gathered round Boulton & Watt were got together in different ways. Usually they were engine smiths who had had experience with the common engine and who were trained by Watt in the erection of the new improved machine. Most of these were given to drink in a greater or less degree, and much delay in the erection of engines and damage to those already erected resulted. Even the tolerant Boulton was often moved to strong terms, and the following is a typical instance of complaints that were usually made:

" 'Sam Evans and young Perrins at Bedworth are two drunken, idle, stupid, careless, conceited rascals and have used the engine and their masters so ill that they wish to change them, but these two fellows say, that their masters seem to believe, that it requires the learning and knowledge of a University man to keep an engine in order.'

"Not only the outside men gave grounds for complaint through drunkenness and lack of skill. At Soho, too, things were not as yet well organised, and we find Boulton writing in 1782:

> 'Our forging shop wants a total reformation; it is worse than ever. Peplo has been drunk ever since his wife's death almost. Jim Taylour has been drunk for nine days past.'

And

> 'Jim Taylour has been drunk for some time past on account of a girl...........'

"Boulton knew how to handle men. This is evident from the bargains he struck and from the fact that he got the best out of the Cornish workmen when Watt's superior technical knowledge and inventive genius were apt to make him impatient and, at times, contemptuous."

Boulton succeeded in abolishing the old custom of dining before meetings and thus beginning business "after the sixth glass of wine."

That Watt recognized the difficulty experienced in building up a trained personnel is shown by a letter to Boulton in which he said, "But we must have more men, and these we can only have by the slow process of breeding them."

"Boulton was certainly not one of the many frugal, and even mean puritan industrialists usually taken as typical of the industrial revolution, and, although business interests were paramount, he was associated with many movements for a more liberal attitude towards the amusements of the workers, though usually justifying his support by these interests. Typical of the man is his support

e Hard to Find

iling in Boulton & Watt's Time

of the application for a licence for a playhouse made by Yates, the founder of the theatre in King's Street. Boulton was foremost in the endeavours to overcome the strong opposition, and one of his letters to the Earl of Dartmouth explaining his attitude is of considerable interest. After emphasising the necessity for indulging the people in amusements and the fact that these were of a far better kind than the diversions of the previous century, especially 'the abominable drunkenness,' he went on to give what might well be the argument of a progressive business man of to-day:

> 'Of late years,' he wrote, 'Birmingham hath been visited much in the summer season by persons of fashion, and it is some inducement to prolong the stay when their evenings can be spent at a commodious airy theatre. This is a fact I mention from experience, and it is certainly our interest to bring company to Birmingham as it contributes much to public good, not only from the money they leave behind them, but from their explaining their wants to the manufacturers themselves, and from their correcting the taste and giving hints for various improvements, which nothing promotes so much as an intercourse with persons from different parts of the world.'

"The petition was defeated, but when it was at last successful in 1807, two years before his death, Boulton headed the list of the five persons to whom the letters patent were granted.

"Of the greatest importance, however, were Boulton's activities in connection with the first attempts at association of manufacturers. When one of the earliest examples of these, the Birmingham Standing General Commercial Committee, was formed in September, 1783, 'for the purpose of watching over and conducting the public interest of this town and neighbourhood.'

"Pattern-makers are often referred to in the letters, those of Watt usually containing complaints of their drunkenness and lack of skill.

"The most important of all welfare experiments at Soho was, however, the establishment of a mutual insurance society for the benefit of the employees. The organisation of this friendly society is sufficiently exceptional for that time to justify a more lengthy description.

"The date of the founding of the 'Insurance Society belonging to the Soho Manufactory' is not known. The earliest edition of the rules of the society in existence was printed in 1792, whilst Shaw, in his History of Staffordshire, printed between 1798 and 1801, refers to it as 'a long-established society for the sick and lame.' The motives for its establishment are also not clear. One writer, with more sympathy than direct evidence or critical judgment, expresses them in the following terms: 'Still further to increase the attachment of the workmen to Soho and keep together his school of skilled industry as he called it, Boulton instituted a Mutual Assurance Society in connection with the works.'

"The eighteenth century marks an epoch favourable to the development of friendly societies; and a very great number sprang up, with different origins and different organisations. The majority of these lodges, boxes, clubs and funds, were, apart from freemasonry, which was of distinctly aristocratic origin, lower middle-class in character. It is not until this century that we meet any friendly societies catering for workmen, and the now commonly accepted view that they were direct desendants of the medieval guilds, is supported by the fact that the vast majority of them were organised on a craft basis. Those organised on a different basis were exceptional. In 1776 the actors of Drury Lane and, later in the same year, those of Covent Garden, petitioned the House of Commons for the granting of a Charter for a Friendly Society; and in 1788 the skippers and keelman on the River Tyne were granted a Charter for their society which, however, did not include self-administration.

"There has been found only one earlier instance of such a society which exhibited, however, a very primitive organisation. Early in the eighteenth century the Crowleys had established at their Ironworks at Swalwell and Winlaton, a system of compulsory contributory insurance against death, sickness, and old age, the weekly contribution being 4 cents.

"Originally, the society was intended to include all persons employed at the Soho Manufactory who earned a minimum of 56 cents and a maximum of $5 per week. None below or above these limits were admitted. In the two subsequent editions, both printed after 1796, the employees of the Soho Foundry were included and the same limits of earnings kept. In the last edition of the rules, printed after 1804, certain other clauses regarding membership were included. Every prospective member had to be approved by the 'elders' of

(Continued on page 62)

The
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CORPORATION
BULLETIN

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PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

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Vol. 13 **April 1, 1933** **No. 4**

Round the World

ON the 19th of April, 1775, at the little bridge in Concord, Mass., was fired the first shot in the struggle for American independence; "The shot heard round the world" as the poet later described it. Last year, on the anniversary of the Battle of Concord, one of the muskets that saw service at the original battle fired a shot which was literally heard round the world, being broadcast by radio. In the space of one-eighth of a second the sound waves were transformed into electrical waves sent out on the ether from the General Electric short-wave station W2XAD at Schenectady, N. Y., on a 19.56 meter wave length; relayed from Holland to Java and again to Australia where it was again relayed back to Schenectady, being received on a 28.5 meter wave, thus proving that it had completed a circuit of 24,000 miles around the earth. Assuming that it were possibility for the old musket to let out such a roar as to be capable of being heard for such a distance, it would have taken the sound, travelling at the rate of a mile in five seconds, more than 33 hours to again reach its starting point.

Not for Gardeners Alone

ADVICE to gardeners: Plant flowers and shrubs that grow well in *your* garden. Conditions are different in every garden. Soil varies. Sunshine and shade vary. Climate varies. A flower that does well in Philadelphia may do poorly in Cleveland. Tulips may do well on one side of your garden and poorly on another side.

"Formerly I tried to force things to grow," said a friend. "I planted exotic flowers and shrubs, and broke my back and spirit nursing them along. Despite my effort, my garden was a poor thing. Then I quit fighting nature. Now I plant what grows easily, wildly. My garden is luxuriant with flowers and foliage. The results are twice as good and the effort has been halved."

There is philosophy in the experience. No one is entitled to credit merely for working hard. We must work intelligently. Again, it is better to cooperate with nature than to fight her. In other words, let us not combat our environment; let us adjust ourselves to it. If we can't raise artichokes and roses why not learn to like green peas and daisies, which can be raised?—*Through the Meshes.*

Postmaster's Problems

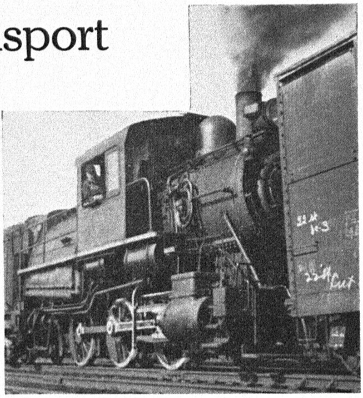
AN article appearing in a recent issue of *The New York Times* with reference to the delivery of a letter addressed "To the Old Colored Man who sings when the ships pass through the Panama Canal" together with a sketch of the warehouse near which the singer took his stand, thus enabling the postmaster to make delivery as requested, recalls an even more complex problem given the postmaster at Essex, N. Y., by a passenger on a Delaware and Hudson train.

Mr. Stewart Johnson, of Pittsburg, Pa., tells the story as follows:

"It was back in the horse age or, more exactly, in 1902. I was on my way from Albany to Quebec on the D. & H. railroad, nearing Essex, N. Y. Going slowly to pass through the town, which we did without stopping, I saw a horse in a buggy at a crossing. The horse looked a perfect match in color and conformation to one I had at home and which I was anxious to pair. I noted the name of the station and the time at which we passed. When I got to Quebec I wrote a letter enclosed in an envelope addressed, 'Postmaster, Essex, N. Y. Please deliver to the driver of a fine looking chestnut sorrel hitched to a buggy that stood at crossing of D. & H. track, south of station, at 10:30 A. M. on the 2d instant.'

"It happened that the postmaster's father-in-law owned such a horse and that he was at the crossing when the train passed. Correspondence divulged that the horse was not only a fine looker but very fast, with a track record. I had asked his height and if he were for sale. The reply showed him to be the exact same height as my horse and he could be bought. But oh, my, the price!"

Highway Transport and the Railroad Grievance



Part IV.—Placing Responsibility Where It Belongs

As has been stated before, the persons who associated themselves to procure charters for the original railroad construction had a right to and no doubt did expect to have a monopoly of transportation of both persons and property in the territory traversed. For many years they did enjoy such a monopoly. The railroad still provides facilities and is prepared to transport the maximum business that could be produced. But highways have been built and improved, and the motor vehicle has entered the field which was formerly occupied exclusively by the railroad. Then, so far as transportation of persons is concerned, the same state that gave the railroads their charters originally has authorized competing forms of service. Railroad managements find no fault with this kind of competition, motor vehicles are undoubtedly better suited to the more rapid and economical handling of certain kinds of traffic. Many shippers who previously used the railroad facilities have expressed a decided preference for motor vehicle transportation.

The investigations of the Interstate Commerce Commission may have developed a mass of useful information on the subject, but they emphasized, by inference, first; the urgent necessity of relieving the railroads from such restrictive legislation as prevents the prompt modification of such expensive passenger train and station service and facilities as have become obsolete or unnecessary because of the inroads made on railroad traffic by highway transport;—second; the futility of attempting federal regulation of highway transport.

The manner in which highway transport will develop and function will not be decided by such legislation, by railroad managements, by motor vehicle manufacturers, or by motor vehicle operators, but by the public that will demand and use the method of transportation considered best adapted economically to its needs.

Proposed legislation would further throw the whole question into the political arena where the influence of the railroads, although present, is not any greater, but may be less, than the influence of the interests directly concerned with the manufacture and operation of motor vehicles. The prowess of motor vehicle manufacturers in maneuvering public opinion is not to be despised.

Such regulation would necessitate increasing the duties of already overburdened regulating bodies, so-called, or the creation of additional Commissions or Boards to deal with the questions involved. More voluminous reports and statistics would be demanded, serving no good purpose, tending only to clutter up the records of regulatory bodies, already worked to the point of exhaustion.

New forms of procedure would be prescribed that would necessitate railroads appearing before regulatory bodies in order to protect their rights at the expenditure of much time and money that could be devoted to more useful purposes.

Trucking milk to New York City

New regulations to be effective would have to be enforced. Neither the Interstate Commerce Commission nor the Public Service Commissions, nor other agencies of the States involved are in a position, without an increase in forces, to police the highways. Even the present limitations as to busses and trucks regarding speed, maximum dimensions and load restrictions are enforced in a most perfunctory manner, if at all.

It is proposed to invade the regulation of labor amongst bus and truck operators. The Government has already undertaken to regulate railroad labor, with results that are only too well known. Motor bus and truck operators should be capable of regulating such matters themselves. Delinquent operators would sooner or later disappear from the field.

In short, federal regulation would entail further ramifications in an already complicated system of control. It would further increase the expense to an already overtaxed public and would serve no good purpose.

It must be recognized that highway transport is wanted by the public, is inevitable and will continue to grow. Therefore many facilities that railroads have provided and maintain at great expense have become unnecessary. Railroad managements should be at liberty to modify their facilities without being restricted by legislation that was enacted at a time when highway transport of the kind now so important did not exist.

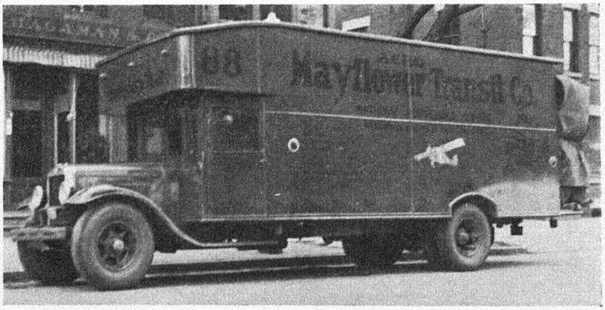
Laws affecting rates and service should be repealed to the point that railroad managements will be free to meet the conditions that have arisen and will continue to arise so that the economical and efficient operation of their properties may be carried on unhampered by the expensive delays involved by obedience to archaic legislation.

The assessment and collection of taxes is a prerogative of the State. Taxes should be adjusted to the point that motor carriers for hire will bear their proper proportion of the cost of construction and maintenance of the highways used for profit.

In the year 1931, out of every dollar of revenue earned by railroads, 7.3 cents was paid in taxes, and the total bill amounted to $308,000,000. There has been a steady increase for eleven years in the railroads' tax bill, from five cents per dollar of revenue in 1921 to the amount just mentioned, in 1931. What part of this formidable sum goes for the purpose of constructing and maintaining highways, unfortunately is not known.

When railroads were constructed highways were necessary to reach the depots and sidings. They are necessary for the same purpose to-day, but a great change has come over the extent to which they are necessary. Now frequently a highway has been converted from its original state of a dirt or gravel road to a pavement used by motor vehicles in competition with the railroad service. But has the tax bill of the railroads been decreased on that account? It has not. As highways have been improved the taxes have increased.

To the extent that highways are used for competitive purposes, carrying persons and property



Moving day is celebrated on a nationwide scale.

An improper use of public highways for private gain!

which originally used the rail lines, this writer advocates that railroads should be relieved entirely of highway taxes. They should be required to pay only between the point of intersection with the competing highway and the railroad property. Then the burden may be shifted to where it properly belongs.

There are elements of extreme unfairness to the railroad in the competitive operation of motor busses and motor trucks over public highways which the railroad helps to construct and maintain by the taxes it pays.

Most conspicuous amongst these elements is the laxity and lack of uniformity of restrictions as to sizes, weights and speeds of motor vehicles. Practically every state has enacted motor vehicle laws designed to control these factors and municipalities have imposed restrictions where the necessary power has been delegated to local governing bodies by the State, or by liberal home rule provisions in the state constitution.

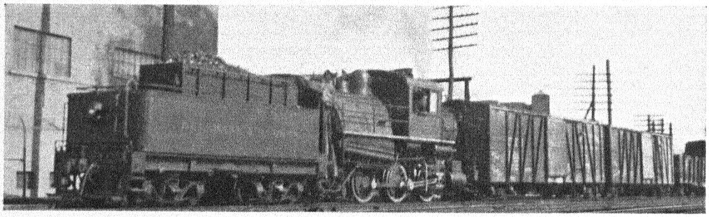
In the interests of fair play to the railroads, on behalf of the safety of vehicular and pedestrian traffic, and for the purpose of preventing uneconomic and injustifiable damage to the highways provided by the State, there is an immediate and imperative need for uniform restrictions in these respects.

Constructive suggestions can and should be made to state legislative and municipal governing bodies in this regard in order to bring about revisions of existing laws for the purpose of (a) limiting the over-all length of the vehicles, (b) fixing the maximum width and (c) fixing the maximum weight of the vehicle and lading, (d) prohibiting the hauling of trailers, and, (e) requiring the installation of gears of the proper ratio to limit the speed of the vehicle to a predetermined maximum.

Then the police powers of the State should be invoked for the unfailing enforcement thereof and the prompt revocation of licenses of operators failing to comply with the restrictions specified.

The writer subscribes to the view that the railroads are in many respects the backbone of the country's economic life. But militant action is necessary to retain that status, to remove the impediments to unhampered management, to rehabilitate the earning power, to establish financial stability and to protect the best interests of the vast number of persons whose money is invested either directly or indirectly in railroad securities. The best defense is a strong attack.

EDITOR'S NOTE—*This concludes the discussion of the Rail-Highway Problem begun in the January* BULLETIN.



The backbone of the nation's economic life

Good Men Hard to Find

(*Continued from page 57*)

whom more will be stated presently. Furthermore, new employees over 45 years of age, although they had the option of joining the society, were not under any circumstances to receive out of the funds more than four times the total amount of their contributions; and in case the fund fell below $500 or below $250, their benefits were not to exceed three times or twice, respectively, the money paid in by them.

"The society was, to a certain extent, self-administered, and there were two governing bodies, both being required to meet once a week. First, there was a committee of six members of the society who were to serve for three months and who were to choose, on retiring, another six to succeed them. This was later altered, three members retiring every quarter and the whole committee electing three new members in place of the retiring ones. In addition to the committee there were six elders appointed by Boulton each quarter, who could be removed by him in case of non-performance of duty. These elders supervised the conduct of the committee and acted as arbitrators in cases of dispute, Boulton himself retaining the final control over the affairs of the society, together with the power of making new regulations and abolishing old ones."

" 'The effects of the Society were most salutary—it cultivated habits of providence and thoughtfulness among the men; bound them together by ties of common interest, and it was only in cases of irreclaimable drunkenness that any members of the Soho Friendly Society ever came upon the parish.' "

"Penniless" Trevithick

APRIL 22nd, the one hundredth anniversary of his death, England plans to honor the memory of Richard Trevithick, the first really progressive British engineer. At the time when Watt was still experimenting with condensing engines operating at steam pressures in the neighborhood of 5 pounds, Trevithick employed 100 pounds pressure to operate a non-condensing engine, thus paving the way for the steam locomotive. On Christmas Eve 1801 an engine of his construction hauled the first load of passengers ever drawn by steam power. Two years later he demonstrated his invention in the streets of London, later constructing a circular track on which his train operated at speeds up to 15 miles an hour.

In addition to his development work on locomotives he is said to have been the first to see the possibilities of using iron for ship construction instead of wood. In 1812 he built a steam threshing machine, predicting that all agricultural work would in time be done by power-driven machinery, and that this would "double the population of the kingdom and make our markets the cheapest in the world."

Following an absence of 13 years in Peru, where he had superintended the operation of steam engines he had built for the mines of that country, he died in poverty, Parliament having refused to recognize his contributions to science.

Russian and Chinese Railways

(*Continued from page 55*)

When the train reached the first station we learned that a pile of sleepers was put on the rails to stop our train, that the bandits were in an ambush awaiting the stopping of the train, and that only the presence of mind of the experienced engine-driver had saved us from being properly robbed. One passenger and the guard of the van were, nevertheless, killed by stray bullets, and the writer brought home his bag with a lead bullet inside, flattened by two partitions in the car that it had penetrated.

Under such conditions it will be seen that there is plenty of room for improvements and developments, especially in the railway business of the great Celestial Empire.

How They Are Made

A young lady recently visited the Locomotive Works and then later told some of her friends how a locomotive is made.

"You pour a lot of sand into a lot of boxes," she explained, "and you throw old stove lids and things into a furnace, and then you empty the molten stream into a hole in the sand, and everbody yells and swears. Then you pour it out and let it cool and pound it, and then you put it in a thing that bores holes in it. Then you screw it together, and paint it, and put steam in it, and it goes splendidly; and they take it to a drafting-room and make a blueprint of it. But one thing I forgot—they have to make a boiler. One man gets inside and one man remains outside, and they pound frightfully; and then they tie it to the other thing, and you ought to see it go!"

And How!

Nothing is more enthusiastic, spontaneous and unhampered by conventions than a tube of tooth paste erupting from the wrong end.

Clicks from the Rails

Gate Moves by Rail

Another job the trucks failed to compete for was the movement of one of the gates used to seal the diversion tunnels after the Hoover Dam has been completed. Each gate consists of 19 girders weighing 35 tons each, riveted to a 38-ton vertical girder on each side and connected with inch and a half thick steel plates. The rivets used to fasten the various parts of one of the gates together weigh more than the average yard locomotive. The completed gates will weigh 3 million pounds each, are 55 feet square, 12 feet thick and contain more steel than is placed in an ordinary 12-story modern office building. This explains why the Union Pacific needed a train of 40 gondola and flat cars "just to move a gate."

✣

Pullman "Diners"

Not long since an "expert" took a noted writer of fiction to task for his description of a fracas on a dining-car where the participants "broke up a lot of Pullman dishes." The "expert" declared that the Pullman Company did not own a single dish. Many railroaders will be surprised to learn that that company now operates a restaurant car service, similar to that of the Delaware and Hudson's parlor cafe cars, 64 such cars being in use on a total of 19 roads. This is in addition to the broiler buffet service for which a total of 308 cars are equipped.

✣

Cheney Road Sold

Chartered in 1866 and serving to carry Cheney silks 1.94 miles from the mills to the main line of the New Haven at Manchester, Conn., the South Manchester Railroad with its locomotive and a pair of coaches formerly used to bring the mill-hands to their work has been bought by the New Haven. Thus another of the "world's shortest railroads" passes.

Locomotive Turns in Alarm

Satisfying its craving for a bit of excitement to relieve the monotony of the daily routine a switcher sounded the alarm which turned out the city fire brigade, the shop smoke-eaters and the usual corps of "private citizens." Hot gases from the stack set off the automatic alarm when the nose of the locomotive was thrust inside the shop doors in the course of shifting some cars. It wasn't long before the engine was back out in the cold and the fun was over.

✣

Find Baby's Formula

Worse than the loss of her pocketbook to a Boston mother was the fact that it contained the formula for feeding her baby. A phone message to the Pullman office disclosed that the missing purse had been turned in and an obliging clerk located the formula and relayed it by telephone to the anxious parent who was thus enabled to "serve lunch" on time for the young lady.

✣

Efficient Railroad Police

Testimony to the relentlessness of railroad police was given by a thief arrested for attempting to sell a stolen Liberty bond. Questioned as to recent box car robberies in the locality, he said, "I never followed the box car racket. The railroad 'dicks' would follow you forever. They never let up. When they catch you, it can't be squared, and there's no profit in it in the first place."

✣

Biggest Engineer Dies

With the death of James O'Grady the Pennsylvania lost its biggest engineer. It is reported that he weighed 400 pounds.

Railroad Service

A woman travelling alone with her baby while enroute from western Canada to England reported to the conductor that the child had knocked her bag, containing her money and transportation, out of the window, and asked his assistance in getting as far as Winnipeg. A wire sent the section gang in search of the bag which was soon found and the agent raced ahead on a speeder car, overtaking the train at the next terminal where it had been held 15 minutes upon receipt of word that the lost had been found. The engineer made up the delay and the train reached Winnipeg on time. Try and get similar service on a bus line!

✣

Back Pay—Way Back

The statute of limitations was not invoked when John Martin, former Pullman porter, recently appeared to ask for pay due him for a trip made in June 1911. Taken ill on a run from Ogden to Denver, he had secured another porter to take his car back and then forgot to do anything more about the matter, even to reporting off. Auditing department records showed that a balance of $5.83 was due him and a voucher for this amount was sent, although no mention is made of any interest allowance for the 21 years intervening, this probably being held to offset the cost of carrying the account on the books for a generation.

✣

Railroad Bibles Stolen

Correspondence in the Erie Railroad files shows that half a century ago it was the custom to carry a Bible in a rack in each of the passenger coaches. A letter from the superintendent to the agent at Port Jervis reports wholesale thefts of the Good Book and requests that a watch be kept to see if the thefts are taking place while the cars are at his station.

Tonight

IF, when the sun sinks low tonight,
And floods you with its golden light,
As you sit thinking of the day
Crowded with its work or play;
If you recall some kindly deed,
A helping hand to one in need,
Or just a touch to ease some pain,
You have not spent the day in vain.

—ROBERT A. WALKER.